

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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NEW JERSEY TRANSIT TRAIN #1614

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ACCIDENT AT HOBOKEN TERMINAL

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Accident No.: DCA16MR011

AT HOBOKEN, NEW JERSEY

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ON SEPTEMBER 29, 2016

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Interview of: BOGUSLAW "BOB" LOZANSKI

Via Telephone

November 2016

## APPEARANCES:

DAVID BUCHER, Railroad Accident Investigator  
National Transportation Safety Board

STEPHEN JENNER, Ph.D., Human Performance Investigator  
National Transportation Safety Board

FRED MATTISON, System, Train and Engine Compliance  
Officer  
New Jersey Transit  
(On behalf of Mr. Lozanski)

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I N T E R V I E W

(1:20 p.m.)

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2  
3 MR. BUCHER: This is Dave Bucher, rail accident investigator  
4 for the National Transportation Safety Board. This is the phone  
5 interview of Bob Lozanski, New Jersey Transit road foreman. And  
6 the interview is relative to the accident that occurred at  
7 Hoboken, New Jersey, NTSB Accident No. DCA-MR011 [sic]. The time  
8 is 1:20. And in the office for the NTSB I have --

9 DR. JENNER: Stephen Jenner, S-T-E-P-H-E-N, J-E-N-N-E-R. I'm  
10 a human performance investigator.

11 MR. BUCHER: Bob, if you could just give us your name and  
12 spell it, please?

13 MR. LOZANSKI: All right. My name is Boguslaw Lozanski, B-O-  
14 G-U-S-L-A-W; then Lozanski, L-O-Z-A-N-S-K-I.

15 MR. BUCHER: And also with New Jersey Transit we have -- go  
16 ahead, Fred.

17 MR. MATTISON: Fred Mattison, F-R-E-D, M-A-T-T-I-S-O-N,  
18 System, Train and Engine Compliance Officer, New Jersey Transit.

19 MR. BUCHER: Okay. Thank you.

20 Our mandatory briefing items: The purpose of this interview  
21 and NTSB's investigation is to increase safety, not assign fault,  
22 blame or liability. However, NTSB cannot offer a guarantee of  
23 confidentiality or immunity from legal or certificate actions  
24 because this transcript or a summary of the interview will go into  
25 the public docket.

1           The interviewee can have one representative of the  
2 interviewee's choice in attendance, and Mr. Lozanski has  
3 Mr. Mattison.

4                                   INTERVIEW OF BOB LOZANSKI

5           BY MR. BUCHER:

6 Q.   Bob, if you wouldn't mind, as we discussed before, could you  
7 just go ahead and give us as much background information  
8 concerning Mr. Gallagher that you can remember that would be  
9 pertinent to our investigation of the Hoboken accident?

10 A.   Mr. Gallagher is one of my engineers from my division, from  
11 the Hoboken Division. He was working out of Spring Valley at the  
12 time of the accident, and I believe he was working for -- I'm not  
13 sure how long he was working, but he was working for quite a while  
14 out of Spring Valley.

15           I have known Mr. Gallagher ever since I came to the railroad  
16 in 2001 as a student engineer. Since then, I've been promoted to  
17 road foreman and then to chief road foreman, and I oversee the  
18 certification of locomotive engineers, including him.

19           What we do, we normally give check rides, yearly rides, to  
20 Mr. Gallagher. It consists of either a monitor ride or a  
21 performance evaluation. One is given every year and one is given  
22 every 3 years. And -- but we do give him at least one check ride  
23 every year.

24           The last time I could say I spoke -- I'm not sure when the  
25 last time I spoke, the last time with Mr. Gallagher. It was in --

1 maybe a couple of months ago. It was in reference to him getting  
2 student engineers, because he inquired -- several years ago he was  
3 involved in a stop signal violation in Hoboken Terminal. And what  
4 happens is student engineers are assigned to good supervising  
5 engineers. But once the supervising engineer has a decert,  
6 they're banned from getting students for 2 years. And he made  
7 inquiry to me asking when will he be able to get students again.  
8 And I believe we discussed that I'd have to see when his decert  
9 was, and if it's after 2 years, I would call up the training  
10 department and make sure to put him back on the list.

11 As far as that we -- I've done, since I've been a road  
12 foreman, probably several check rides with Mr. Gallagher and there  
13 have been no exceptions.

14 Q. Okay. That's great. That's great, a very good -- could you  
15 characterize Mr. Gallagher as -- give us some insight into how he  
16 was as an engineer? I mean, some people are, you know, obviously  
17 much more outgoing, some are introverted. Could you kind of  
18 characterize his personality a little bit for us?

19 A. Oh, he was -- it was excellent. I always recommended him to  
20 be a supervising locomotive engineer because he -- when he had the  
21 students, he would let the students know the meaning of a rule,  
22 what the meaning was, and he would give the students scenarios if  
23 something would happen running the train, if they would -- any  
24 kind of incidents or anything, or any -- to apply any type of rule  
25 to any type of situation that would arise. He would take the time

1 and really explain it to the student engineer.

2 Really have been no problems with Tommy. We always, we  
3 always talked. Maybe now and then he would, you know, ask me  
4 about a rule, go over it. He was very good. Again, he's a very  
5 good supervising engineer for trainees. As far as attitude, great  
6 attitude. We talked, you know, about things outside -- you know,  
7 about things outside the company. And pretty much, again, I  
8 thought, I thought he was a great guy. I think he is a great guy.

9 Q. Okay. Thank you. Thank you.

10 Just going back, the last time you directly observed  
11 Mr. Gallagher you say about, what, about 2 months ago or a month  
12 ago? I'm not sure exactly what you said.

13 A. I would say at least -- probably a couple weeks or maybe a  
14 month before the accident.

15 Q. Okay. And during that time or at that time that you observed  
16 Mr. Gallagher, you didn't observe anything unusual in his actions?

17 A. No, nothing observable, no.

18 Q. Okay. I'm going to just pass it over here to Mr. Jenner. He  
19 has several questions.

20 BY DR. JENNER:

21 Q. Great. Thank you. You were talking about a stop violation  
22 in Hoboken that Mr. Gallagher had made.

23 A. Yes.

24 Q. Can you talk in some detail about that and -- so whatever  
25 details you can discuss with us at this time, please?

1 A. Yes. I believe this incident happened in -- on March 1st,  
2 2014. He just came from Spring Valley on Train -- I believe it  
3 was Train Number -- hold on, hold on. It was Train XD29. He just  
4 came from Spring Valley on a Spring Valley train into Hoboken  
5 terminal, and his turn was XD29 into the fuel track. Okay.

6 He was on Track Number -- he was Track Number 10, and they  
7 were having some kind of, some kind of -- I believe there was a  
8 track that was out of service or was -- they couldn't get the  
9 signal pulled up. A dispatcher gave him permission by the stop  
10 signal on Track 10. Tom didn't realize the mistake the dispatcher  
11 made and read the instructions back, and that's when he proceeded  
12 west into the, west into the service track.

13 And it was at that time the dispatcher realized a mistake's  
14 been made, and they stopped the train. In other words, he was --  
15 Tommy was on number 9 track, and they give him permission for  
16 number 10 track, and there was a little bit of confusion there.

17 Q. Okay. So, in his record, in the incident report, does that  
18 show up as a dispatcher error or an error attributed to Tommy?

19 A. I believe it was, I believe it was both dispatcher and Tom.

20 Q. Okay. And can you discuss the consequences of that incident,  
21 what sort of disciplinary action, if any, occurred?

22 A. Yes. He had 30 days' suspension. It was a, it was a  
23 decertification, and he had to attend recertification class.

24 Q. What did he need -- if you have insight, what did he need to  
25 do differently to prevent that incident?



1 A. Well, I guess he should have paid attention to what track  
2 that he was on.

3 Q. Okay. So --

4 A. Been a little bit more observant what track that he was on.

5 Q. Okay. So he successfully attended the class, did what he  
6 needed to do, and is it after 30 days he was back in normal  
7 service?

8 A. Yes.

9 Q. Just like he was operating just as he was a month or two  
10 earlier, no conditions, no restrictions?

11 A. Correct. Yes.

12 Q. Okay. Are there other -- I'm sorry. Are there any other  
13 incidents that's in his records that you can reflect on?

14 A. Not that I recall.

15 Q. Okay. Besides the work-related discussions you may have with  
16 him, were there anything of a personal nature that the two you  
17 discussed, any out of work issues that he seemed concerned about?

18 A. Yes. We'd talk about Polish foods. I mean, he liked eating  
19 Polish food, and we always talk about which restaurants to go to  
20 in the area --

21 Q. Okay.

22 A. -- which ones I knew, which ones were the best.

23 Q. Okay. Good. Did he have any -- did he talk to you about any  
24 problems, either work related or non-work related?

25 A. There could have been a few times in the past that we talked

1 about a specific rule and -- but I can't, I can't recall a time  
2 that we talked about it. But the most recent time, again, was  
3 about getting students for training.

4 Q. Okay. So he was interested in training engineer trainees  
5 once again?

6 A. Yes, that's correct.

7 Q. Okay. And you thought he was qualified and capable of doing  
8 that?

9 A. Yes.

10 Q. Okay. Now, from either firsthand or secondhand information,  
11 do you know of any work-related issues he had with labor, with  
12 union activities?

13 A. No.

14 Q. Okay. So he didn't have any -- he didn't discuss -- you  
15 weren't aware of any issues he had with work conditions or pay or  
16 overtime or anything of that nature?

17 A. No.

18 Q. Okay. Are there, are there other people in your department  
19 who you could recommend that we talk to that may have some -- also  
20 some interaction with him that may have anything different to say  
21 than your experience?

22 A. Yes --

23 Q. Sorry. That was sort of convoluted. So do you think your  
24 experience with the engineer is typical of other people who you  
25 work with?

1 A. Yes.

2 Q. Okay. So back to the first question, do you think there's  
3 anyone else that we should talk to that might have some other  
4 insight about his background?

5 A. Yes, I have -- one of my road foreman that actually works  
6 that line, the PATH (indiscernible) line, his name is Patrick Leak  
7 (ph.). He is a senior road foreman, and he works under me.

8 Q. Okay. And what information can Mr. Leak share with us that  
9 maybe he's -- particular to his experience?

10 A. Other than him giving him more rides than I did, because he  
11 is the -- like the line road foreman for that assigned line, he  
12 may have given him more rides.

13 Q. Okay.

14 A. Other than that, nothing much.

15 Q. Okay. In your experience, has operating -- the engineers you  
16 oversee, has operating into Hoboken been an issue, a particular  
17 challenge more so than other locations?

18 A. No, not really. We always start out working out of Hoboken.  
19 Everything comes to Hoboken unless it goes to New York, and we've  
20 never had an issue with it.

21 DR. JENNER: Okay. Great. Well, thank you. I appreciate  
22 your insight. That's the questions I have.

23 BY MR. BUCHER:

24 Q. Dave Bucher again. Bob, I have one more question maybe.

25 A. Okay.

1 Q. Did Tom mark off regularly? I mean, sick or take leave on a  
2 regular basis? I mean, we don't have anything that indicates he  
3 did, but just you would, you would know more long term.

4 A. I would have to look back at the records, but as far as him  
5 being a problem with marking off, no. We never had a problem with  
6 him marking off long term or anything.

7 Q. Okay. All right. So he didn't have a history of just  
8 marking off any more than the average engineer?

9 A. I believe so, but I would have to look at the records.

10 Q. Okay.

11 A. I have records of --

12 Q. Okay. Thank you.

13 MR. BUCHER: I don't have anything else. Thank you for your  
14 insight.

15 MR. LOZANSKI: No problem.

16 DR. JENNER: All right. I have nothing else either. Thank  
17 you.

18 MR. BUCHER: All right, if -- do you have any questions of us  
19 before we sign off here, or --

20 MR. HAWKINS: No, I have no questions. If there's anything,  
21 I'm always available.

22 MR. BUCHER: Okay. Well, we appreciate that.

23 All right. Well, we're going to conclude the interview of  
24 Mr. Lozanski.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           NEW JERSEY TRANSIT TRAIN #1614  
                                  ACCIDENT AT HOBOKEN TERMINAL  
                                  AT HOBOKEN, NEW JERSEY  
                                  ON SEPTEMBER 29, 2016  
                                  Interview of Boguslaw "Bob" Lozanski

DOCKET NUMBER:           DCA16MR011

PLACE:                    Via Telephone

DATE:                     November 2016

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

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William Jackson  
Transcriber